

2040 LRTP Comment Response Summary - Assembly

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#	Comment Type	Comment	Comment Received From	Staff Response	Staff Recommendation	PZC Recommendation
1	Transportation Planning Process	<p>~10 Planning Principles to incorporate into Anchorage's 2040 LRTP and upcoming MTP Submitted by the Anchorage Citizens Coalition November 5, 2020</p> <p>1. Revise Anchorage's transportation planning process to maximize policy makers' ability and responsibility to make decisions with broad and meaningful public participation.</p>	Anchorage Citizens Coalition	The MOA Long Range Transportation update process is currently under review for ways to improve future updates.	No change.	Recommend Approval.
2	Performance Measures	<p>2. "Measure What Matters" Measure progress towards the outcomes that will inform Anchorage as we work towards implementing comprehensive, community based goals. (The Bay Area Metropolitan Transportation Commission has an excellent report at http://2040.planbayarea.org/sites/default/files/2017-07/Performance%20Assessment%20Report_PBA2040_7-2017_0.pdf)</p> <p>Measurements will include: - greenhouse gas emissions from transportation sources,</p>	Anchorage Citizens Coalition	The first step regarding GHG is for the Mayor's sustainability group to determine a baseline of emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For a target to be adopted, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage.	No change.	Recommend Approval.
3	Performance Measures	air pollution along Gambell – Ingra in low income Fairview (including carbon monoxide, and 2.5mm particle matter including asphalt, tire and brake particles)	Anchorage Citizens Coalition	Health Department monitors air quality. Climate Action Plan (CAP) identifies additional measures for the Muni to undertake to further address air quality. Implementation of these measure will greatly advance climate change, air quality, green house emissions, heat islands and other environmental concerns.	No change.	Recommend Approval.
4	Performance Measures	number of affordable homes within walking and biking distance of major employment centers,	Anchorage Citizens Coalition	This measure should be considered for the next MTP and LRTP update. Staff does not know what data is available and what target could be set to implement this measure.	Staff recommends forwarding this comment to the AMATS Senior Planner responsible for the 2050 MTP update for consideration.	Recommend Approval.
5	Performance Measures	percent of family income spent on transportation,	Anchorage Citizens Coalition	Until the 2020 census data is released staff will be using old data, which is not recommended. This performance measure will need additional staff work to review the data, once released, to determine what target could be developed to implement this measure.	Staff recommends forwarding this comment to the AMATS Senior Planner responsible for the 2050 MTP update for consideration.	Recommend Approval.
6	Performance Measures	number of lane miles,	Anchorage Citizens Coalition	This should be evaluated for the next LRTP update. At this time staff doesn't understand how this will provide any benefit to the LRTP.	Staff recommends forwarding this comment to the AMATS Senior Planner responsible for the 2050 MTP update for consideration.	Recommend Approval.
7	Performance Measures	People Mover's service coverage, frequency and ridership.	Anchorage Citizens Coalition	This is already tracked and covered by the Public Transportation department. At this time without a stable funding source for Transit this performance measure is subject to the availability of funding for transit that fluctuates from year to year based on decisions made by the MOA Assembly. It is recommended this performance measure wait until a permanent funding source for transit is established within the Municipality of Anchorage.	No change.	Recommend Approval.
8	Scoring Criteria	3. Start over when revising transportation Project Ranking Criteria because they are biased to give high scores to major road construction. Begin again with a broad-based public and professional advisory group to develop criteria that will implement community goals. Look at the Bay Area, Metropolitan Transportation Commission's criteria for guidance. It contains 7 goals and 13 targets with many supporting measurements. http://2040.planbayarea.org/what-is-plan-bay-area-2040	Anchorage Citizens Coalition	Thank you for your comment. This can be reviewed for the next MTP and LRTP update.	Staff recommends forwarding this comment to the AMATS Senior Planner responsible for the 2050 MTP update for consideration.	Recommend Approval.
9	Cost Benefit	4. Establish rigorous cost-benefit analyses of projects and alternatives based on quantifying costs and benefits, including long-term social, health and environmental costs. Consider the public safety and health consequences of driving high speed, high pollution traffic through residential and commercial locations. Quantify the costs to low income and minority populations.	Anchorage Citizens Coalition	A good cost-benefit analysis of a project is a complicated process that takes an enormous amount of effort. A tool will have to be develop that takes into account the non-quantifiable impacts/improvements that a project will have in a given area. AMATS is looking at options for future cost-benefit analysis tools that can be shared with their planning partners whenever it is completed. One such tool that AMATS staff has been interested in is the Oregon Mosaic.	No change	Recommend Approval.
10	Land Use and Transportation	5. Truly link land use and transportation. For instance, coordinate focused housing and transportation investments such as Complete Streets and transit investments that will make it easy and convenient to leave the car at home and/or not own a car. Anchorage land use and transportation planners should work together to first, accomplish the most obvious , low-cost projects and move on to develop major housing and transportation initiatives that add affordable housing along Complete Streets near employment centers.	Anchorage Citizens Coalition	This focus is currently underway as the MOA develops the program and ordinances to implement the Reinvestment Focus Areas direction of the 2040 Land Use Plan as well as AMATS developing the Street Typology plan. AMATS has completed a Complete Streets Policy and is working on integrating that into the MTP and TIP criteria.	No change	Recommend Approval.

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11	Single Occupancy Vehicle	6. Stop investing in freeway capacity projects that bring more SOV commuter traffic into urban Anchorage. SOV commuters work against Anchorage's efforts to house its population affordably and improve mobility while meeting public health, safety, social and environmental goals.	Anchorage Citizens Coalition	Freeway capacity projects are an important part of the transportation process that must be looked at during the long range transportation plan update. Commuter traffic is an integral part of the Anchorage economic health and should be given as much consideration as other factors. Glenn Highway Improvements, for example, help to improve safety and travel time for commuters.	No change.	Recommend Approval.
12	Economic Benefit	7. Expand the definition of 'economic benefit' beyond free-flowing truck traffic to include the economic benefits of 'main street' small-scale commercial districts where people walk to shop and engage in their community.	Anchorage Citizens Coalition	Staff agrees 'economic benefit' needs to be looked at in the future for an expanded definition to include different modes of travel and the benefits they bring to the overall economy.	Staff recommends forwarding this comment to the AMATS Senior Planner responsible for the 2050 MTP update for consideration.	Recommend Approval.
13	Modeling	8. Incorporate up to date modeling tools and assumptions to forecast future transportation demands including behavioral research of how various alternatives may perform, ensuring integration of transportation and land use forecasting models.	Anchorage Citizens Coalition	The MOA defers to AMATS on traffic modeling for the long range transportation plan. AMATS model does include updated land use information. AMATS is also looking at alternative modeling efforts to help develop and implement vision and policy level projects.	Include in the 2050 MTP for consideration and modeling.	Recommend Approval.
14	RFP	9. Build transportation RFP's for outcomes, not simply adding capacity for more traffic in order to take advantage of knowledge and creativity within the engineering community.	Anchorage Citizens Coalition	Thank you for your comment.	No change	Recommend Approval.
15	Cost Benefit	10. Formalize a process to examine "least cost alternatives" to resolve and perhaps engineer solutions to transportation problems.	Anchorage Citizens Coalition	The transportation project process does include an effort to help reduce costs where possible.	No change	Recommend Approval.
16	Performance Measures	Examples of needed changes to current Transportation Goals and Objectives Vehicle transportation is not an end in itself – Instead transportation investments must fulfill broad community goals including strong neighborhoods and commercial districts, secure healthy families, safe and affordable access to destinations, reduced pollution and greenhouse emissions For a more complete list of potential transportation G & O revisions, email Cheryl Richardson Note that emission reduction targets were loosely modeled from Atherton, California's Climate Action Plan: https://www.ci.atherton.ca.us/DocumentCenter/View/3535/CAP-Admin-Draft-ATT-2-10-19-16-FINAL-ADMIN-DRAFT-002?bidId=	Anchorage Citizens Coalition	The first step regarding GHG is for the Mayor's sustainability group to determine a baseline of emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For a target to be adopted, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage	No change	Recommend Approval.
17	Goal 2	Current MTP Goal 2 – Improve Safety – Increase the safety and security of the transp. network. * New Goal 2 - Improve community health and safety – Reverse adverse health impacts by improving road safety, air quality, and safe, physically active travel.	Anchorage Citizens Coalition	Staff concurs this goal can be change to include health.	Staff recommends Goal 2 be edited to read "Goal 2 - Improve Community Health and Safety - Increase the safety and security of the transportation network. Improve health of the community by providing safe physically active travel.	Recommend Approval.
18	Goal 3	Current MTP Goal 3 – Improve Travel Conditions – Develop an efficient Multi-modal transportation system to reduce congestion, promote accessibility and improve system reliability. * New Goal 3 – Connect people to jobs and services – Provide multi-modal options to reduce congestion, promote accessibility and improve system reliability.	Anchorage Citizens Coalition	Thank you for your comment, your suggested changes are already expressed in current MTP Goal 3	No change.	Recommend Approval.
19	Objective 3A	•Objective 3A – Decrease travel time. •New Objective 3A – Improve access by balancing vehicle travel times with health, safety, multi-modal accessibility, environmental and land use compatibility	Anchorage Citizens Coalition	Efforts to decrease travel time will result in improving health and addressing safety, multi-modal and environmental and land use compatibility	No change.	Recommend Approval.
20	Objective 3H	•Objective 3H – Reduce congestion •New Objective 3H - Use integrated land use and transportation system investments to reduce vehicle miles traveled by building more residential development near jobs and commercial centers, increasing transit frequency and promoting shared ride and non-motorized options to reduce congestion.	Anchorage Citizens Coalition	The specifics named in the comment are details implied in the original objective. These details could be included in the narrative of the Plan as examples of how to reduce congestion.	Staff recommends adding the details from this comment as example of how to reduce congestion into the 2040 LRTP narrative.	Recommend Approval.
21	Goal 5	Current MTP Goal 5 – Promote Environmental Sustainability * New Goal 5A - Promote environmental stewardship and sustainability. Protect the community's natural environment by reducing adverse impacts of the transportation system on climate change and natural systems	Anchorage Citizens Coalition	Environmental sustainability and stewardship is being addressed through the Climate Action Plan.	No change.	Recommend Approval.

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22	New Objective	•New Objective 5A1 - Reduce transp. VMT and GHG emissions from 2008 levels by 25% in 2030.	Anchorage Citizens Coalition	The first step regarding GHG is for the Mayor's sustainability group to determine a baseline of emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For a target to be adopted, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage	No change.	Recommend Approval.
23	New Objective	•New Objective 5A3 – Reduce acres of pavement in Anchorage by 10% between 2020 & 2030	Anchorage Citizens Coalition	Watershed Management Section already monitors this for APDES compliance.	No change.	Recommend Approval.
24	New Objective	•New Objective 5A4 – Allow only 5% new paved lane miles between 2020 and 2030.	Anchorage Citizens Coalition	This objective needs more review by technical staff and the community in general. It should be looked at as part of the next MTP and LRTP update.	Staff recommends this comment be forwarded to the AMATS Senior Planner responsible for the 2050 MTP update for consideration.	Recommend Approval.
25	Goal 6	Goal 6 – Quality Decision-Making: Make Sound Public Investments •New Objective 6B - Reevaluate AMATS' policy distributing federal dollars across travel modes to significantly increase resources for Complete Streets, transit and non-motorized transportation.	Anchorage Citizens Coalition	This falls outside the decision authority of the MOA Long Range Transportation Plan. AMATS is looking at their mode share percentage targets and funding changes that can help achieve those targets. AMATS funding for transit is very limited and can only be spent on Capital Improvements, such as bus stop improvements or purchasing of new buses. AMATS already contributes to these efforts and looks to provide more funding when possible. The 2040 LRTP contain action items 3E-1 and 3E-2 that address this comment.	No change.	Recommend Approval.
26	Delete Project	DELETE: 131 - Seward Highway/Scooter-Academy Interchange	Anchorage Citizens Coalition	This project is part of the DOT&PF Seward Highway Dimond to O'Malley project, which is currently at 95% design.	No change.	Recommend Approval.
27	Delete Project	DELETE: 103 - Academy Drive/Vanguard Drive Area Traffic Circulation Improvements – Brayton Drive to Abbott Road	Anchorage Citizens Coalition	This project is being looked at for inclusion in the AMATS TIP at the request of an MOA Assembly member on the AMATS Policy Committee. Linked to project 131.	No change.	Recommend Approval.
28	Delete Project	DELETE: 108 - Dr. Martin Luther King Jr Avenue Extension – Elmore Road to Piper Street	Anchorage Citizens Coalition	This project is currently included in the AMATS TIP for funding and has just started the design process. Additionally this project is critical for the development of the Tudor/Elmore area.	No change.	Recommend Approval.
29	Delete Project	DELETE: 117 - Midtown Congestion Relief Project (Tudor to 20th ROW purchase and frontage roads)	Anchorage Citizens Coalition	Staff recommends moving this project to the Long Term of the 2040 LRTP.	Staff recommends moving this project to the Long Term of the 2040 LRTP.	Recommend Approval.
30	Delete Project	DELETE: 212 - Midtown Congestion Relief Project ☐	Anchorage Citizens Coalition	Staff recommends no change.	No change.	Recommend Approval.
31	Delete Project	DELETE: 214 - Seward Highway/Glenn Highway Connection - 20th Avenue (Chester Creek) to 13th Ave. ☐	Anchorage Citizens Coalition	Staff recommends no change. The adjacent community council supports moving forward with improvements to this corridor in a timely manner.	No change.	Recommend Approval.
32	Delete Project	DELETE: 316 - Seward Highway/Glenn Highway Connection – 13th Avenue to Airport Heights Interchange	Anchorage Citizens Coalition	Staff recommends no change. The adjacent community council supports moving forward with improvements to this corridor in a timely manner.	No change.	Recommend Approval.
33	Delete Project	DELETE: 111 - Glenn Highway Capacity Improvements Phase II – Artillery Road Interchange to Hiland Road	Anchorage Citizens Coalition	This project was recently completed by the State of Alaska. It should be left in this plan, but staff can put a note about it having been completed in 2020.	Staff recommends adding a note in the project detail that this project was completed in 2020.	Recommend Approval.
34	Delete Project	DELETE: 112 - Glenn Highway Hiland Road Interchange Reconstruction	Anchorage Citizens Coalition	Freeway capacity projects are an important part of the transportation process that must be looked at during the long range transportation plan update. Commuter traffic is an integral part of the Anchorage economic health and should be given as much consideration as other factors. Glenn Highway Improvements, for example, help to improve safety and travel time for commuters.	No change.	Recommend Approval.

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35	Delete Project	DELETE: 113 - Glenn Highway Interchange Analysis – North Eagle River to Eklutna	Anchorage Citizens Coalition	Freeway capacity projects are an important part of the transportation process that must be looked at during the long range transportation plan update. Commuter traffic is an integral part of the Anchorage economic health and should be given as much consideration as other factors. Glenn Highway Improvements, for example, help to improve safety and travel time for commuters.	No change.	Recommend Approval.
36	Delete Project	DELETE: 114 - Glenn Highway and Artillery Road Interchanges Planning and Environmental (PEL) Study	Anchorage Citizens Coalition	Freeway capacity projects are an important part of the transportation process that must be looked at during the long range transportation plan update. Commuter traffic is an integral part of the Anchorage economic health and should be given as much consideration as other factors. Glenn Highway Improvements, for example, help to improve safety and travel time for commuters.	No change.	Recommend Approval.
37	Delete Project	DELETE: 203 - Glenn Highway NB Off-Ramp to Eagle River Rd.	Anchorage Citizens Coalition	This project can be combined with project #204 and project #203 can be removed from the 2040 LRTP.	Staff recommends project #203 be combined with project #204 and project #203 removed. Staff additionally recommends this comment and response be forwarded to the AMATS Senior Planner responsible for the 2050 MTP Update for their consideration.	Recommend Approval.
38	Delete Project	DELETE: 204 - Glenn Highway Artillery Road Interchange Reconstruction	Anchorage Citizens Coalition	Freeway capacity projects are an important part of the transportation process that must be looked at during the long range transportation plan update. Commuter traffic is an integral part of the Anchorage economic health and should be given as much consideration as other factors. Glenn Highway Improvements, for example, help to improve safety and travel time for commuters.	No change.	Recommend Approval.
39	Delete Project	DELETE: 205 - Glenn Highway Freeway On-Ramp Merge Upgrades – Old Glenn HighwayInterchange to JBER Interchange	Anchorage Citizens Coalition	The AMATS Citizens Advisory Committee passed a resolution asking for this project to be funded in the AMATS TIP as soon as possible. The AMATS CAC is comprised of members from the different Assembly districts, the FCC, the PZC, the Anchorage Chamber of Commerce, the Chugiak-Eagle River Chamber of Commerce, and JBER. This group provides input on transportation projects from a broad spectrum of the general public. They recognized the need for this project to provide safety improvements for the users of the Glenn Highway and the Communities of Eagle River, Chugiak, Peters Creek, and Eklutna.	No change.	Recommend Approval.
40	Delete Project	DELETE: 206 - Glenn Highway Frontage Road Study – Thunderbird Falls to the Knik River Bridge	Anchorage Citizens Coalition	This project is an important project for the Glenn Highway as it will study what is needed to add a frontage road on this portion of the Glenn Highway. This frontage road will allow a redirection of traffic during an incident along the Glenn Highway. This is an important part of the resiliency of the transportation network that must be considered when looking at what transportation projects should be funded.	No change.	Recommend Approval.
41	Delete Project	DELETE: 207 - Glenn Highway Frontage Roads – Muldoon Road to Hilland Road	Anchorage Citizens Coalition	This project is an important project for the Glenn Highway as it will add a frontage road on this portion of the Glenn Highway. This frontage road will allow a redirection of traffic during an incident along the Glenn Highway. This is an important part of the resiliency of the transportation network that must be considered when looking at what transportation projects should be funded.	No change.	Recommend Approval.
42	Delete Project	DELETE: 304 - Glenn Highway Frontage Road - North Peters Creek to Thunderbird Falls exit	Anchorage Citizens Coalition	This project is an important project for the Glenn Highway as it will add a frontage road on this portion of the Glenn Highway. This frontage road will allow a redirection of traffic during an incident along the Glenn Highway. This is an important part of the resiliency of the transportation network that must be considered when looking at what transportation projects should be funded.	No change.	Recommend Approval.
43	Move to Short Term	RENUMBER and MOVE TO SHORT TERM 2018 to 2030: 305 - Glenn Highway HOV Lane – Airport Heights Drive to Peters Creek Interchange	Anchorage Citizens Coalition	Staff recommends no change. A number of the Glenn Highway Interchanges are needed to be upgraded before this project could be implemented.	No change.	Recommend Approval.

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44	Move to Short Term	<p>RENUMBER and MOVE TO SHORT TERM 2018 to 2030:</p> <p>100+ Reconstruct A and C Streets between 9th and 15th Avenues to Complete Streets standards to support high density housing and 15 minute transit service. ☐</p>	Anchorage Citizens Coalition	At this time there is a portion of this location that have 15-30 minutes headways. There is no additional funding anticipated to 2040 to move to 15 minutes headways along this entire section of A and C. A new project like this needed to be vetted to determine the impacts this will have on the transportation system, including the significant impacts it will have on this important north-south freight route and how that could impact the economy.	No change.	Recommend Approval.
45	Edit Project/New Project	<p>[Full Comment was too large to fit into the excel. Please see Attachment A for the full comments]</p> <p>Fig. 4-16, 4//32 shows a route many bikers and pedestrians use year-round (W Dimond from West Park to Jodhpur to Kincaid at West Park). There are currently no such facilities on this route. This illustrates the urgent need for a bike lane and multiuse trail. We propose an amendment to 411 below to provide the much-needed safe transportation routes there.</p> <p>Table 7-4, MTP #411:</p> <ul style="list-style-type: none"> •Change Project Name to “The Jodhpur Connection” •Change Project Description to “Connect the Kincaid Park Chalet to Jodhpur Road and down West Dimond Blvd. and Kincaid Road to West Park Drive, where existing bike lanes and multiuse trails exist.” <p>This will help solidify the Purpose: Connectivity, Air Quality, and Access.</p>	Barbara and Michael Carlson		Staff recommends project #411 be renamed to “Coastal Trail Jodhpur/West Dimond Blvd Connection - Kincaid Park to Sand Lake”. The project description be updated to read “Extend the Coastal Trail from Kincaid Park to Jodhpur Road, down West Dimond Blvd to Sand Lake to connect with existing non-motorized facilities. Project would consider adjacent land use.” The project cost be updated to a very rough estimated \$30M.	Recommend Approval.
46	Delete Project	<p>[Full Comment was too large to fit into the excel. Please see Attachment B for the full comments]</p> <p>Our concerns with the AMATS 2040 MTP are explained in detail in both our March 6, 2020, letter and this letter; however, all of our concerns may be addressed by two simple revisions to the 2040 MTP(LRTP.)</p> <p>RECOMMENDED REVISIONS</p> <p>Table 7-6 – Delete the entire row that refers to MTP #601.</p> <p>Table 6-2 – In the column labeled “illustrative” and the row labeled “Non-motorized” the cell should say “1 project (\$40M)”; in other words, MTP #601 and its contribution to the cost estimate should be subtracted from the cell.</p>	Barbara and Michael Carlson	The need for this project is identified in staff responses below. Additionally there have been supportive comments for this project included in this comment response summary.	Staff recommends moving this project into the Short Term of the 2040 LRTP and to split it into multiple projects that are fundable and constructible. Staff additionally recommends forwarding this comment and response to the AMATS Senior Planner responsible for the 2050 MTP update for their consideration.	Recommend Approval.
47	Delete Project	<p>The AMATS staff is not doing its job if it mischaracterizes and oversimplifies public concerns or sweeps them under the rug. We ask that AMATS staff address the following substantive concerns raised explicitly in our March comments.</p> <p>UNADDRESSED FAR CONCERN # 1: We would like AMATS staff to justify the inclusion of Project #601 in the 2040 MTP. Is it or is it not a trail intended primarily, in fact almost solely, for recreation?</p> <p>As we pointed out in our March comments, multiple iterations of Project #601 were considered two decades ago. After years of effort and thousands of pages of public and agency review, the “preferred” alternative was found to be unacceptable by the Federal Highway Administration because the Department of Transportation requested the No Build or No Action Alternative. The Anchorage Assembly and the AMATS Policy Committee voted to remove all references to the project from the Long Range Transportation Plan (LRTP). Thus, Project #601 should not be included in the 2040 MTP as an “illustrative project.” There is no good reason to include a project in long-range planning after it has gone through extensive public, local, state, and federal review and determined to be unacceptable.</p>	Friends of the Anchorage Coastal Wildlife Refuge (FAR)	As stated in the comment response summary developed for the 2040 MTP and approved by the AMATS TAC and PC, this trail is not included for just recreational use only. This trail will connect a portion of Anchorage to the wider transportation network for non-motorized users. The project was included in the 2035 MTP and after review was determined to be included in the 2040 MTP as illustrative, which has no funding attached but will allow it to be reviewed for future MTP updates.	No change.	Recommend Approval.
48	General	<p>UNADDRESSED FAR CONCERN # 2: We would like AMATS staff to justify the inclusion of Project #601 in light of the fact that it has been found to be unacceptable by the Federal Highway Administration, Anchorage Assembly and AMATS and removed from previous long-range planning documents.</p> <p>As we pointed out in our March comments, it is particularly troublesome that the public review draft suggested that Project #601 “could move into the funded plan at a later date.” This implies that no additional public input would be needed to fund and execute the “illustrative” trail project.</p>	Friends of the Anchorage Coastal Wildlife Refuge (FAR)	The project was included in the 2035 MTP and after review was determined to be included in the 2040 MTP as illustrative, which has no funding attached but will allow it to be reviewed for future MTP updates. Also as stated in the comment response summary for the 2040 MTP that this project would have to go through extensive public review before it is included in the funded portion of the MTP. This would also include review by agencies and AMATS committees.	No change.	Recommend Approval.
49	General	<p>UNADDRESSED FAR CONCERN # 3: We would like assurance that this is not the case, and that any future attempt to resurrect Project #601 or a similar trail would undergo extensive public, local, state, and federal review.</p> <p>The public review draft used a ranking system to prioritize the various projects (Table 5-10); however, FAR was unable to find any scores for the projects in the 2040 MTP. Based on the criteria provided in Table 5-10, we believe the best possible score for Project #601 would have fallen between -1 and -6. We would not consider these scores to represent a high-priority project.</p>	Friends of the Anchorage Coastal Wildlife Refuge (FAR)	The project was included in the 2035 MTP and after review was determined to be included in the 2040 MTP as illustrative, which has no funding attached but will allow it to be reviewed for future MTP updates. Also as stated in the comment response summary for the 2040 MTP that this project would have to go through extensive public review before it is included in the funded portion of the MTP. This would also include review by agencies and AMATS committees.	No change.	Recommend Approval.

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50	General	UNADDRESSED FAR CONCERN # 4: We would like to see the scores for the projects in the public review draft ranked by the prioritization criteria listed in Table 5-10 and if Project #601 is ranked at or near the bottom of the list, we would like AMATS staff to explain why the project has “merit.”	Friends of the Anchorage Coastal Wildlife Refuge (FAR)	<p>The merit for this project is to help connect a portion of the Anchorage community to the overall non-motorized trails network. The south Anchorage area is mostly disconnected from the trails system and this project is an effort to add a connection in this area. Please note that the final design has not started or been set and any effort will have to go through extensive public, technical, and committee review before any funding is possibly put toward a project like this.</p> <p>The Anchorage Parks Foundation have completed a campaign called the Moose Loop, which show the Anchorage Trails connecting in a moose like shape. Their map can be found here: https://anchorageparkfoundation.org/moose-loop-trail/. As you will notice there is a portion missing from this connection and that is what this project hopes to help complete in the future.</p>	No change.	Recommend Approval.
51	General	<p>Our March comments also addressed the potential cost of Project #601. The public review draft estimated its cost at \$35.5 million. This is a ludicrously low estimate, even by the standards applied to other trails in the public review draft. As we pointed out, MTP #411 would extend the Coastal Trail 1/3 of a mile using an existing trail in an upland area. That relatively small project was estimated to cost \$3.1 million. MTP #412 would widen the existing Coastal Trail slightly over a distance of about 2.4 miles. That relatively small project was estimated to cost \$2.6 million. Project #601 would build a new trail that would be 13 miles long and much more difficult to plan and build than MTP #411 or #412. Applying the per mile cost of MTP #411, Project #601 (which would be 40 times longer) would cost an estimated \$121 million, but that estimate doesn't factor in the added costs of planning and building on wetlands, tidelands and eroding bluffs – not to mention the added costs of building far from any roads, a crucial factor mentioned in the public review plan but not applied to Project #601. If you refer to the analysis we provided in our March comments, we believe it is not out of the question that Project #601 would cost four times as much as the estimate provided in the 2040 MTP.</p> <p>UNADDRESSED FAR CONCERN # 5: We would like to see a more realistic cost estimate for Project #601, taking all of the aforementioned factors into account.</p>	Friends of the Anchorage Coastal Wildlife Refuge (FAR)	This cost estimate was pulled from the 2035 MTP and updated to reflect cost inflation. The 2035 MTP included this project in the illustrative. During the financial review of the 2040 MTP it was determined there was not enough funding anticipated for this project and was included in the illustrative, but that the project idea still had merit. As the AMATS non-motorized plan update was still underway during the 2040 MTP, staff held off making substantial changes to project cost estimates until the plan is completed and can help inform any cost estimates update. For future MTPs, if this project is included, the cost estimate will be updated.	No change.	Recommend Approval.
52	General	Finally, the AMATS staff is required by custom and law to respond to our legitimate concerns. It did not do so in its initial response to our concerns, and we are asking – again – that staff do so now. If this is how the AMATS staff responded to comments from other residents and organizations, perhaps 1) the staff needs to be reminded of their role in the process or 2) the technical advisory committee or policy committee should appoint new staff members.	Friends of the Anchorage Coastal Wildlife Refuge (FAR)	<p>Staff did respond to the comments submitted by FAR in the AMATS 2040 MTP Comment Response Summary that went through the AMATS TAC and PC for approval. Staff recommends the commenter visit the AMATS website and view the comment response summary for the answers to their original comments on the 2040 MTP. This is found here: http://www.muni.org/Departments/OCPP/Planning/AMATS/Pages/1_MTP.aspx</p> <p>The comments are found under the Public Review Comment Response Summary.</p>	No change.	Recommend Approval.
53	Edit Project	Private Development urges the addition of E. 156th from Golden View Drive to the western boundary of Mountain Air Estates Addition #2 to the recommended 2040 MTP Short Term project list in conjunction with Mountain Air Drive. There are approximately 20 lots and three undeveloped 20 acre parcels in this area that have substandard or no access. Access to this area is currently served by Cobblestone Hill Road. This road is not located in the ROW, requiring the users to trespass on private property, and is constructed as an 8-foot wide dirt road with no drainage facilities. Constructing E. 156th Ave would eliminate the need for Cobblestone Hill Drive, eliminating the existing trespass issues and provide improved access to existing lots while also facilitating the development of the large parcels to the east.	Municipality of Anchorage Private Development Department	This project was recently scoped down to remove the additional connection to 164th avenue and connect with Sandpiper Drive at the request of the Municipality of Anchorage. At this time the project is currently underway and there is no funding for this addition.	No change.	Recommend Approval.
54	New Project	PD recommends the inclusion of McKenzie Drive and Illianna Avenue to West Marston Drive to the recommended 2040 MTP Short Term project list. There are 7 undeveloped parcels in this area that have substandard or no access. These improvements would provide better circulation and connectivity.	Municipality of Anchorage Private Development Department	Staff recommends not including these projects into the 2040 LRTP.	No change.	Recommend Approval.

2040 LRTP Comment Response Summary - Assembly

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#	Comment Type	Comment	Comment Received From	Staff Response	Staff Recommendation	PZC Recommendation
55	General	<p>Thank you for the opportunity to provide comments on the proposal to adopt the Metropolitan Transportation (MTP) 2040 Plan update as the Long-Range Transportation Plan for Anchorage. Based on a conversation and e-mails, it seems that MOA planners are receptive to well-documented examples of strategic planning and measurable standards used in other metropolitan transportation plans. I will make a serious effort to submit specific examples that in the next 10 days. In case you are enforcing a hard cut-off for written comments, I am submitting general comments today, with specific comments to follow. MAKE SURE THE LRTP REFLECTS LOCAL VALUES, not DOTPF and federal mandates</p> <p>The MTP 2040 is a regional plan that yields to ADOTPF viewpoints. It does not prioritize local values and small-scale projects that contribute to a well-connected, healthy, vibrant community. As you've confirmed, the MTP emphasizes Level of Service for vehicle traffic. The State hasn't even adopted a Complete Streets program. By contrast, Anchorage residents have repeatedly demonstrated their support for alternatives to vehicular transportation, convenient transit, and protection of neighborhoods from traffic impacts. And, the MTP focus on high-speed roads will not solve congestion in Anchorage. That strategy hasn't worked for any U.S. cities. The 100 largest urban areas in the U.S increased their freeway lane-miles by 42 percent from 1993-2017. That outpaced population growth of 32 percent in those same urban areas over that period. Yet, the congestion in those urban areas grew by a staggering 144 percent! The evidence is clear: freeways and arterials induce additional vehicle trips.</p> <p>[This comment included graphics staff was unable to fit into the comment response form. Please see attachment XX for the full graphics.]</p>	Nancy Pease	Thank you for your comment.	No change.	Recommend Approval.
56	Modeling	<p>This MTP 2040 needs substantive revisions to become a local LRTP that begins the transition to a sustainable, equitable transportation system.</p> <p>PART ONE:</p> <p>1A. STRATEGIC PLANNING. The LRTP should commit to strategic planning to analyze and predict the induced travel effects of road projects, and climate change impacts. Strategic planning should be used to cross-check and override the AMATS model. The AMATS model is not capable or not calibrated to calculate climate change impacts and induced travel.</p>	Nancy Pease	The current AMATS travel demand model does account for induced travel demand from transportation projects. At this time the AMATS model in not able to calculate the climate changes impacts from transportation projects, but AMATS is looking at how to improve the model to account for this important factor. Additionally AMATS is looking at developing a strategic planning model that can help with reviewing the impacts visionary type improvement could have on the transportation network. This strategic planning model will take time to develop and AMATS staff anticipates once it is completed this model can be shared with its planning partners.	No change.	Recommend Approval.
57	Greenhouse Gas Emission	<p>18. Changes to Goals and Objectives and Implementation Actions.</p> <p>Goals in general need to be revised to balance the outcomes we need from our transportation system. Good transportation is so much more than fast vehicle travel. The LRTP must adopt Greenhouse Gas Emission reduction targets and strategies. We have a grave responsibility to future generations to do this NOW, not in the next draft.</p>	Nancy Pease	The Climate Action Plan (CAP) summarizes the efforts and new actions the MOA should take to address green house emission reductions. Climate action goals in the LRTP should be coordinated with the CAP.	No change	Recommend Approval.
58	Goal 2	<p>Current Goal 2 – Improve Safety – Increase the safety and security of the transp. network.</p> <p>* New Goal 2 - Improve community health and safety – Reverse adverse health impacts by improving road safety, air quality, and safe, physically active travel.</p>	Nancy Pease	Staff concurs this goal can be change to include health.	Staff recommends Goal 2 be edited to read "Goal 2 - Improve Community Health and Safety - Increase the safety and security of the transportation network. Improve health of the community by providing safe physically active travel.	Recommend Approval.
59	Goal 3	Current Goal 3 – Improve Travel Conditions – needs new objectives that won't allow rush-hour travel to be the main concern.	Nancy Pease	Goal 3 and the associated objectives do not focus on rush-hour travel as the main concern. Objectives 3C, 3D, 3E, 3F, 3G, 3I, 3J, 3K, and 3M are specifically targeting travel during non-rush hour periods. 3A, 3B, 3H, 3L while these objectives will provide more benefit during rush-hour period they also will help improve the transportation system for all users during all periods of the day. "Rush-hour travel" is an important aspect of transportation planning that can not be ignored.	No change.	Recommend Approval.
60	Objective 3A	<p>•Replace MTP Objective 3A – Decrease travel time with:</p> <p>New Objective 3A – Improve access by balancing vehicle travel times with health, safety, multi-modal accessibility, environmental and land use compatibility</p>	Nancy Pease	Efforts to decrease travel time will result in improving health and addressing safety, multi-modal and environmental and land use compatibility	No change.	Recommend Approval.
61	Objective 3H	•Revise Objective 3H to read – Reduce congestion by reducing vehicular travel demand. Use a broad demand-management approach includes increasing housing near jobs and commercial centers, improving transit, and creating shared ride and non-motorized travel options.	Nancy Pease	2040 Land Use Plan (2040 LUP) focuses growth to targeted areas within the Bowl. Specifically within transit supportive development corridors, reinvestment focus areas as well as the neighborhood, town and city center designated locations which encourage mixed use development.	No change.	Recommend Approval.
62	Goal 5	<p>Change MTP Goal 5 – Promote Environmental Sustainability – Currently, Goal 5 is a complex list of buzzwords and it ignores climate change entirely. Replace it with:</p> <p>New Goal 5A - Promote environmental stewardship and sustainability. Protect the community's natural environment by reducing adverse impacts of the transportation system on climate change and natural systems</p>	Nancy Pease	Environmental sustainability and stewardship is being addressed through the Climate Action Plan.	No change.	Recommend Approval.

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#	Comment Type	Comment	Comment Received From	Staff Response	Staff Recommendation	PZC Recommendation
63	New Objective	•New Objective 5A1 - Reduce GHG emissions from 2008 levels by 25% in 2030 and 50 percent in 2040.	Nancy Pease	The first step regarding GHG is for the Mayor's sustainability group to determine a baseline of emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For a target to be adopted, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage	No change.	Recommend Approval.
64	New Objective	•New Objective 5A2 - Reduce the total and per capita Vehicle Miles Traveled to a rate that will achieve the GHG objectives, through investment in other travel modes and through infill and redevelopment land use patterns.	Nancy Pease	2040 LUP land use designations and growth strategies address this objective.	No change.	Recommend Approval.
65	New Objective	•New Objective 5A3 - Reduce acreage of pavement in Anchorage by XX (?)10 percent between 2020 and 2030	Nancy Pease	This objective needs more review by technical staff and the community in general. It should be looked at as part of the next MTP and LRTP update.	Staff recommends this comment be forwarded to the AMATS Senior Planner responsible for the 2050 MTP update for consideration.	Recommend Approval.
66	New Objective	•New Objective 5A4 - Cap the growth of new paved lane miles at XX (57)% between 2020 and 2030.	Nancy Pease	This objective needs more review by technical staff and the community in general. It should be looked at as part of the next MTP and LRTP update.	Staff recommends this comment be forwarded to the AMATS Senior Planner responsible for the 2050 MTP update for consideration.	Recommend Approval.
67	New Goal	New Goal 5B - Protect and enhance health and well-being	Nancy Pease	This is covered under Goal 3.	No change.	Recommend Approval.
68	New Objective	•New Objective 5B1 Reduce mobile source emissions of other air pollutants including PM10 and PM2.5 particles from asphalt and tire abrasion by 25% by 2030.	Nancy Pease	This objective needs more review by technical staff and the community in general. It should be looked at as part of the next MTP and LRTP update.	Staff recommends this comment be forwarded to the AMATS Senior Planner responsible for the 2050 MTP update for consideration.	Recommend Approval.
69	New Objective	•New Objective 5B3 Increase the share of residents living in walkable (15-minute) neighborhoods by 50 percent from current measure.	Nancy Pease	What is the current measure that this comment is based on? 2040 LUP addresses this as a goal for all "urban" neighborhoods.	No change.	Recommend Approval.
70	Objective 5C-5I	Retain existing objectives 5C through 5-I, regarding storm water, reduced auto dependency, land use, impacts to neighborhoods, wildlife, wetlands, parks, aesthetics, and Complete Streets.	Nancy Pease	Thank you for your comment.	No change.	Recommend Approval.
71	Delete Project	PART TWO: PROJECTS TO DELETE OR DELAY I am especially opposed to frontage road construction along the Glenn Highway: 206, 207, 304. Frontage roads are not needed for access to military lands from Muldoon to Eagle River. Beyond Chugiak, they are not needed for the low density development appropriate for those areas. To encourage higher development is to perpetuate auto-dependent sprawl along a 20-mile corridor: not energy-efficient or sustainable. This is a traffic-inducing project. I am opposed to the network of projects that are called Midtown Congestion Relief. This also is a traffic-inducing project. The interchanges proposed from 36th Avenue to Airport Heights will greatly increase the roadway footprint, not just in acreage lost to residential and commercial uses, but in Greenhouse Gas Emissions, other air pollution, and noise.	Nancy Pease	These projects are important for the Glenn Highway as it will add a frontages roads on these portions of the Glenn Highway. These frontage roads will allow a redirection of traffic during an incident along the Glenn Highway. This is an important part of the resiliency of the transportation network that must be considered when looking at what transportation projects should be funded.	No change.	Recommend Approval.
72	Edit Project	PART THREE: PROJECTS TO ADD, MODIFY, or ADVANCE 305 - Modify the HOV lane proposal from Airport Heights to Eagle River and make it reverse direction express bus lane plus HOV lane. Building just an HOV lane still caters to vehicles: there should be equal or greater convenience for buses. A reverse direction lane is more cost-efficient than an added lane in each direction.	Nancy Pease	Thank you for your comment. This is a new way at looking at an HOV lane for the Glenn Highway. At this time the HOV lane is not anticipated to be funded by 2040.	Staff recommends forwarding this comment to the AMATS Senior Planner responsible for the 2050 MTP update for consideration.	Recommend Approval.
73	Edit Project	601 - Divide the southern extension of the Coastal Trail into several projects. The southern segment from Potter Marsh to Ocean View Park could be installed in the 2030 time-frame, using the Alaska Railroad ROW. A second section, Ocean View to Johns Park, could be added in 2040. These would serve a missing part of the north-south non-motorized system for south Anchorage.	Nancy Pease	Staff concurs with the need for this project.	Staff recommends moving this project into the Short Term of the 2040 LRTP and to split it into multiple projects that are fundable and constructible. Staff additionally recommends forwarding this comment and response to the AMATS Senior Planner responsible for the 2050 MTP update for their consideration.	Recommend Approval.

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#	Comment Type	Comment	Comment Received From	Staff Response	Staff Recommendation	PZC Recommendation
74	New Project	502 – Elmore Road pathway from DeArmoun to Rabbit Creek should be broadened in scope to allow a routing study, as specified in the Hillside District Plan, which acknowledges issues of terrain, creek crossing, and traffic safety.	Nancy Pease	This would have to be a new project. Add a new project for reconnaissance study for this pathway to be completed before the Elmore pathway project is started.	Staff recommends adding a "Elmore Road Pathway from DeArmoun to Rabbit Creek Reconnaissance Study" to project #211 that would look at this pathway and provide recommendations for a future project.	Recommend Approval.
75	Edit Project	411 - Coastal Trail widening to 14 feet – this should have a change-of-scope to allow other capacity and safety options. Separated single-direction lanes, or separated walk/run versus cycling/electric-cycling lanes, or passing zones, might be a safer solution. Other cities have used separated lanes rather than super-wide multi-direction lanes.	Nancy Pease	Most of the pathway has been widened to 14 feet that include flanking 2 foot shoulders and tripping for all covers and curves.	Staff recommends forwarding this comment to the AMATS Senior Planner responsible for the 2050 MTP update for consideration.	Recommend Approval.
76	Commuter Rail	Commuter rail - add it as a near- and mid-term project for northbound commuting. A large percentage of Anchorage's commuters travel a single corridor....with an existing railway easement. This option should be a partial replacement for the billion-plus money currently aimed at Glenn Highway vehicle trips.	Nancy Pease	Commuter rail continues to receive community support, but currently lacks funding. Land use plans for the Anchorage Bowl and Eagle River support a long-term vision in which regional rail service between the Anchorage Bowl, Chugiak-Eagle River, and the Matanuska-Susitna Borough could connect with local public transit service and interact with transit-oriented development in mixed-use Centers and Corridors. AMATS and its planning partners will continue to monitor the future feasibility of commuter rail service.	No change.	Recommend Approval.
77	Parking Management	Parking management studies– areawide parking studies, including land use impacts and parking pricing, should be specifically funded. Every "free" parking space, public or private, is an inducement to perpetuate vehicle mode share, and a low-value use of urban land, and a contribution to urban sprawl.	Nancy Pease	2040 LRTP action items 3E-5 and 6F-3 support parking changes where possible.	No change.	Recommend Approval.
78	Climate Action Plan	Please ensure these comments become part of the case record for the Municipality's Long-Range Transportation Plan, 2020-0134. The Rabbit Creek Community Council (RCCC) reviewed and submitted detailed comments (March 9, 2020) on the proposed 2040 Metropolitan Transportation Plan (MTP). Our summary concerns were that the document: (1) failed to acknowledge or coordinate with goals and commitments in the 2019 Anchorage Climate Action Plan;	Rabbit Creek Community Council	The MOA Energy and Sustainability group did a review of the 2040 MTP and provided staff with a document showing the overlap between the Climate Action Plan and the 2040 MTP. This also applies to the 2040 LRTP. Please see attachment C for the overlap provided.	No change.	Recommend Approval.
79	Performance Measures	(2) failed to include Performance Measures;	Rabbit Creek Community Council	Performance Measures can be found in Chapter 3 starting on page 3//9.	No change.	Recommend Approval.
80	Mode Choices	and (3) focused on expensive, land intensive projects favoring long transits across and out of the Municipality (Muni) over much less expensive, less land intensive, shorter connections, transit, and pedestrian options compatible with the 70-80% of trips within the Municipality of Anchorage (Muni). Additionally, we provided specific recommendations on numerous projects within and adjoining our council area, and comments on area-wide projects used by our residents. We also attached the priorities we had provided for the Muni's 2020 Capital Improvement Program as those projects are in the MTP. Consequently, we are very disappointed in the final MTP and subsequent Muni Long Range Transportation Plan as follows.	Rabbit Creek Community Council	Chapter 8 of the 2040 LRTP has the following action/policy items that support transportation and land use integration which help to implement the 2040 Land Use Plan: Coordination with other plans, land use with transportation, 3I-1, 5D-2, and 6F-2. Coordinated Planning Process (on going), 4D-3, Policy 6F-5, and 6F-6. CSS/Street Typology, 2D-2, 5H-1, 5I-1, 5I-2, 5I-3, and 5I-4. Mode Share/Non-SOV options, 3E-1, 3E-2, 3E-4, 3E-5, 3G-1, 3I-2, 4B-2, Policy 5, 5D-1, 6F-1, and 6F-8. Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4. Project Prioritization, 5I-3 and 6F-6. The 2040 Land Use Plan emphasizes the importance of Anchorage to the Regional, Statewide, and Global economy, page 1 column 2 and page 2 column 3. The Land Use Plan on page 22 acknowledges "the concept of accessibility also allows that some principal roadways will emphasize mobility more than access".	No change.	Recommend Approval.
81	General	The MTP2040 final draft is almost a carbon copy of the public review draft. The Anchorage Metropolitan Area Transportation Solutions (AMA TS) apparently disregarded hundreds of public comments and Anchorage Assembly comments on the public review draft, and made no substantive changes to goals, policies or projects. AMA TS staff have suggested that public comments will become the basis for the next MTP, for 2045. This is not an honest treatment of the public and Assembly, who commented on THIS plan, not the next one.	Rabbit Creek Community Council	Staff did not disregard hundreds of public comments. Staff spent over 2 months reviewing and responding to the over 400+ public comments received on the document. As staff it is our responsibility to review comments from a technical perspective and provide our recommendations to the approval committees for their consideration. Submitting a comment on a document does not guarantee that a change will happen. Staff is reviewing the development and approval process for the MTP and LRTP to make improvements where possible.	No change.	Recommend Approval.
82	Anchorage Transportation Planning Process	The Long-Range Transportation Plan (LRTP) can, and should, deviate from the MTP2040. The LRTP is part of the Anchorage comprehensive plan and should strongly embody the community's goals and visions, rather than the Federal Highway Administration's narrow goals which are a driving force for AMA TS. RCCC urges the Planning and Zoning Commission (PZC) to adopt goals and revise the list of projects in order to represent the community's vision.	Rabbit Creek Community Council	Thank you for your comment.	No change.	Recommend Approval.

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#	Comment Type	Comment	Comment Received From	Staff Response	Staff Recommendation	PZC Recommendation
83	Climate Action Plan/Greenhouse Gas Emissions	The most consequential revisions that the LRTP should incorporate regard climate change and future decision-making. Most critically, the LRTP should revise the MTP goal for environmental sustainability (goal 5) to incorporate the Anchorage Climate Action Plan goal of reducing greenhouse gas emissions 40 percent by 2030 and 80 percent by 2080. The LRTP should include objectives and funding for measuring and reporting greenhouse gas emissions from vehicle travel, and for using greenhouse gas emissions as a criterion for project scoring and system modeling. Other cities have done this.	Rabbit Creek Community Council	The first step regarding GHG is for the Mayor's sustainability group to determine a baseline of emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For a target to be adopted, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage	No change.	Recommend Approval.
84	Goal 6	Regarding future transportation decision-making, the MTP's Goal 6, titled "quality decision makin!!!" currently focuses on capital costs. Quality decision-making needs to incorporate further objectives: respond to public comments with substantive changes	Rabbit Creek Community Council	The public comment periods are a way to collect comments from the public in an effort to help shape the document where possible, but all comments are reviewed by staff for their technical applicability and if they are achievable. Submitting a comment on a document does not guarantee that a change will happen. Staff is reviewing the development and approval process for the MTP and LRTP to make improvements where possible.	No change.	Recommend Approval.
85	Cost Benefit	and include costs to the environment, property values, and land uses adjoining major projects.	Rabbit Creek Community Council	This is an interesting idea and one that need further research to see how/if it can be accomplished. Thank you for your comment.	Staff recommends forwarding this comment to the AMATS Senior Planner responsible for the 2050 MTP update for consideration.	Recommend Approval.
86	Edit Project	a)Scale back the Scooter Avenue underpass of the Seward Highway to a pedestrian/bicycle connection, saving the municipality \$20 million of induced spending on connecting roads, and also saving several low- to middle income neighborhoods (destruction of existing low-income housing in this area is irresponsible);	Rabbit Creek Community Council	This improvement is part of the DOT&PF Seward Highway Dimond to O'Malley project and is being funded with federal dollars. At this time the project is at 95% design.	No change.	Recommend Approval.
87	Edit Project	b)Modify the reconstruction of Rabbit Creek Road (project 127) to specify turn pockets but not a center turn lane, because of the safety hazards;	Rabbit Creek Community Council	These are design level details that are outside the scope of the 2040 LRTP. This comment can be forwarded to the project manager when the project starts.	Staff recommends forwarding this comment to Rabbit Creek Reconstruction project manager when it starts.	Recommend Approval.
88	Delete Project	c)Eliminate the Americans with Disability Act ramps proposed for the Seward Highway pedestrian overpass at Rabbit Creek Elementary School, because there are pedestrian sidewalks and tunnels within 150 yards of this overpass;	Rabbit Creek Community Council	We are not able to ignore the needs of ADA individuals just because there is another way for them to cross the highway further down the road. All users, regardless of their abilities have the right to be accounted for when looking at transportation improvements. Additionally, while this project is targeting ADA improvements, it will benefit all users of the transportation system. From those who bike, ski, walk, or have a hard time going up and down stairs. This project is a prime example of when we make improvements for the most vulnerable among us it can benefit everyone.	No change.	Recommend Approval.
89	Edit Project	d)Reduce the massive expansion of midtown roads for higher-speed vehicle through-traffic, allowing instead for more infill and re-development and non-motorized movement; and	Rabbit Creek Community Council	The 2040 LRTP is able to accomplish both. Provide for roadway expansions/improvements and non-motorized movement where needed and to provide support for more infill and re-development.	No change.	Recommend Approval.
90	Anchorage Transportation Planning Process	incorporate the comments submitted by the Anchorage Assembly, which represent greater accountability to local residents than the project list promoted by the Alaska Department of Transportation and Public Facilities and AMA TS.	Rabbit Creek Community Council	The comments submitted by the MOA Assembly were reviewed and responded to for the 2040 MTP. At this point the Assembly has not provided comments on the 2040 LRTP, but they will have an opportunity to review it and make changes during their review/approve.	No change.	Recommend Approval.

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#	Comment Type	Comment	Comment Received From	Staff Response	Staff Recommendation	PZC Recommendation
91	COVID-19	One closing note, the final LRTP should acknowledge how the ongoing pandemic caused by the novel coronavirus has upended our economy, and ways we work, attend school, recreate, socialize, etc. Many Anchorage office buildings, restaurants, and stores are currently being utilized at significantly reduced levels with a concomitant reduction in parking and vehicles on the road throughout the day and evening. While we all hope life will return to 'normal' once a vaccine is developed and widely dispersed (unlikely for at least another 8-12 months), it is likely that our ways of working and socializing may remain drastically different in the future. Teleworking has become a norm meaning that traffic congestion and pressures for new or expanded roads may not materialize, or will occur at a much slower pace than currently projected. We are herein re-submitting our requested revisions that were brushed off during the MTP process. Our related recommendations on the Muni's Capital Improvement Program as updated for the 2021 survey (June 16, 2020) can be found here: https://www.muni.org/communitycouncilsurveys/homepage/ . These previous submittals include a number of additional requested revisions on goals and objectives, as well as on specific projects. We respectfully request that PZC take the time to specifically review and respond to them.	Rabbit Creek Community Council	Data is still being collected on how COVID-19 is affecting the transportation system as a whole. While teleworking has been offered and utilized by many, it is not guaranteed to continue indefinitely. More effort needs to be done to work with employers on providing alternative work options for their employees. Options to reduce the traffic on the transportation are anticipated to be reviewed in future updates of the AMATS MTP and the MOA LRTP.	No change.	Recommend Approval.
92	Climate Action Plan	The Rabbit Creek Community Council has reviewed the proposed 2040 Metropolitan Transportation Plan (MTP). This document is immensely important to everyone in Anchorage as it provides the framework for all modes of transportation for our community for many, many years, and would tap hundreds of millions of federal dollars to support these transportation options, in addition to millions in our very limited state and municipal funds. We are concerned that this dense, complex document falls far short of where it should. In brief, we are extremely concerned that the document: 1)Fails to acknowledge or coordinate with goals and commitments in the Anchorage Climate Action Plan as adopted by the Assembly, May 21, 2019. According to the Climate Action Plan, the MTP was to address climate change and greenhouse gas emissions (GHG). Unfortunately, it does not and this shortcoming needs to be addressed, particularly given that transportation accounts for 40% of GHG emissions in the Muni.	Rabbit Creek Community Council	The first step regarding GHG is for the Mayor's sustainability group to determine a baseline of emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For a target to be adopted, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage	No change.	Recommend Approval.
93	Performance Measures	2)Fails to include Performance Measures, contrary to a stated expectation. For reasonable examples, see Transportation Plans from Portland, Oregon (https://www.portlandoregon.gov/transportation/67263) and Boulder County, Colorado (https://www.bouldercounty.org/transportation/plans-and-projects/transportation-master-plan/).	Rabbit Creek Community Council	Performance Measures are included in the 2040 LRTP and are contained in Chapter 3 starting on page 3//9.	No change.	Recommend Approval.
94	Mode Choices	Focuses on tremendously expensive, land intensive projects favoring long transits across and out of the Muni over much less expensive, less land intensive, shorter connections, transit, and pedestrian options more in keeping with the 70-80% of trips that are for local travel within the Muni.	Rabbit Creek Community Council	Chapter 8 of the 2040 LRTP has the following action/policy items that support transportation and land use integration which help to implement the 2040 Land Use Plan: Coordination with other plans, land use with transportation, 3I-1, 5D-2, and 6F-2. Coordinated Planning Process (on going), 4D-3, Policy 6F-5, and 6F-6. CSS/Street Typology, 2D-2, 5H-1, 5I-1, 5I-2, 5I-3, and 5I-4. Mode Share/Non-SOV options, 3E-1, 3E-2, 3E-4, 3E-5, 3G-1, 3I-2, 4B-2, Policy 5, 5D-1, 6F-1, and 6F-8. Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4. Project Prioritization, 5I-3 and 6F-6. The 2040 Land Use Plan emphasizes the importance of Anchorage to the Regional, Statewide, and Global economy, page 1 column 2 and page 2 column 3. The Land Use Plan on page 22 acknowledges "the concept of accessibility also allows that some principal roadways will emphasize mobility more than access".	No change.	Recommend Approval.

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#	Comment Type	Comment	Comment Received From	Staff Response	Staff Recommendation	PZC Recommendation
95	General	<p>See Attachment [M], unanimously approved at the RCCC's February 13th meeting with . 14_yeas, zeronays, and zero abstentions, for additional specifics on the overall MTP.</p> <p>Our detailed recommendations and comments are organized into four attachments: (I) an overview"" of recommendations and comments on the overall MTP as noted above; (II) Table 1 covers projects presented in the plan that are within or adjoining the area of the Rabbit Creek Community Council. These recommendations were approved at the RCCC's February 13th meeting by a vote of 12 yElas, zero nays, and 1 abstention; (III) Table 2 covers several projects in the area of the greater Municipality, but which are routes to major shopping, work, recreation, and broader transit connetiions commonly used by Rabbit Creek, as well as other residents and visitors; and (IV) RCCC May 31, 2019 recommendations on the Muni's 2020 Capital Improvement Program for transportation, which document our continuing support for some of the projects in MTP 2040. Many of these recommendations have been made repeatedly over the years, and are pertinent to our recommendations on the MTP. Please note that our recommendations are also consistent with the long-standing Hillside District Plan as well as with the Anchorage Comprehensive Plan, both of which resulted from several years of study and citizen input.</p> <p>Given the significance of this document economically, environmentally, and for how Anchorage will continue to thrive as a community where we can all live, work, and play, we would appreciate your incorporating our recommendations as you finalize this plan. Please do not hesitate to contact us if you would like to discuss these comments, or need further clarification.</p>	Rabbit Creek Community Council	Thank you for your comments. Please see below responses to the specific comments.	No change.	Recommend Approval.
96	Climate Action Plan	<p>Recommended Changes to the Goals, Policies and Data Included in the MTP 2040</p> <p>These recommendations were unanimously approved at the RCCC's February 13th meeting with 14 yeas, zero nays, and zero abstentions.</p> <p>Climate Action Plan, energy efficiency, and greenhouse gas emissions</p> <p>The draft MTP needs specific, data-based objectives for reducing greenhouse gas emissions and increasing energy efficiency to implement the Anchorage Climate Action Plan (ACAP) adopted by the Anchorage Assembly, May 21, 2019.</p> <p>The ACAP sets a goal of reducing greenhouse gas (GHG) emissions by 40% by 2030 and by 80% by 2080 (from the emission levels of 2008). The ACAP notes that, "Transportation causes 42 percent of greenhouse gas emissions in Anchorage."</p> <p>Other U.S. cities (e.g., Portland, Seattle, Boulder) have clear and specific data-based objectives for reducing GHG. For examples, see Transportation Plans from Portland, Oregon (https://www.portlandoregon.gov/transportation/67263) and Boulder County, Colorado (https://www.bouldercounty.org/transportation/plans-and-projects/transportation-master-plan/).</p> <p>This draft MTP provides no goals, no objectives, no data collection, no mention at all of vehicular contribution to greenhouse gas emissions and climate change. While this draft cites the existence of the ACAP (Appendix D, page 6), it offers only one vague Policy 3-3 (page 8-6: "Promote reduction of the carbon footprint resulting from the transportation</p>	Rabbit Creek Community Council	<p>The first step regarding GHG is for the Mayor's sustainability group to determine a baseline of emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For a target to be adopted, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage</p>	No change.	Recommend Approval.
97	Climate Change Goal	<p>Recommendation 2. Adopt a multi-pronged climate change goal and imperative similar to Boulder, CO:</p> <p>Accelerated efforts are needed to reduce GHG emissions. Reducing vehicle miles traveled; increasing the number of people who walk, bike, and take transit; and reducing the number of fossil fuel powered vehicles on the road will help us meet our goals. The city should move quickly to implement programs such as electrifying vehicles and buses, enhancing regional transit, offering free and expanded local transit and expanding paid/managed parking.</p>	Rabbit Creek Community Council	<p>Chapter 8 of the 2040 LRTP has the following action/policy items that support transportation and land use integration which help to implement the 2040 Land Use Plan and reduce auto dependency/VMT:</p> <p>Coordination with other plans, land use with transportation, 3I-1, 5D-2, and 6F-2.</p> <p>Coordinated Planning Process (on going), 4D-3, Policy 6F-5, and 6F-6.</p> <p>CSS/Street Typology, 2D-2, 5H-1, 5I-1, 5I-2, 5I-3, and 5I-4.</p> <p>Mode Share/Non-SOV options, 3E-1, 3E-2, 3E-4, 3E-5, 3G-1, 3I-2, 4B-2, Policy 5, 5D-1, 6F-1, and 6F-8.</p> <p>Year Round Mobility, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4.</p> <p>Project Prioritization, 5I-3 and 6F-6.</p> <p>parking, action items 3E-5 and 6F-3.</p> <p>The Transit system needs a stable dedicated local funding source that is not dependent upon the Assembly having to allocate funds every years. This needs to be explored more on how it can be achieved and what limitations there are. Until this happens the 2040 LRTP is unable to include any additional transit project above what is in place now, due to a lack of funding.</p>	No change.	Recommend Approval.

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#	Comment Type	Comment	Comment Received From	Staff Response	Staff Recommendation	PZC Recommendation
98	Performance Measures	<p>Recommendation 3. Adopt specific, measurable objectives, with data collection and a public-reporting plan to:</p> <ul style="list-style-type: none"> •Reduce vehicle miles traveled, •Shift mode-share to reduce the percent of travel in single-passenger vehicles, •Support a shift to non-GHG emission vehicles, and •Increase the percent of residents in walkable neighborhoods (80 percent of residents within 15 minutes' safe walking of basic services) 	Rabbit Creek Community Council	<p>Chapter 8 of the 2040 LRTP has the following action/policy items that support transportation and land use integration which help to implement the 2040 Land Use Plan and reduce auto dependency/VMT:</p> <p>Coordination with other plans, land use with transportation, 3I-1, 5D-2, and 6F-2.</p> <p>Coordinated Planning Process (on going), 4D-3, Policy 6F-5, and 6F-6.</p> <p>CSS/Street Typology, 2D-2, 5H-1, 5I-1, 5I-2, 5I-3, and 5I-4.</p> <p>Mode Share/Non-SOV options, 3E-1, 3E-2, 3E-4, 3E-5, 3G-1, 3I-2, 4B-2, Policy 5, 5D-1, 6F-1, and 6F-8.</p> <p>Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4.</p> <p>Project Prioritization, 5I-3 and 6F-6.</p> <p>The AMATS Street Typology Plan will review walkability and what it means for different land use districts. Walkability might mean different things for a Transit Supportive Development corridor compared to another part of town. More data will need to be collected before targets for these can be set.</p>	No change.	Recommend Approval.
99	Energy Efficiency and Energy Consumption	<p>Recommendation 4. Adopt a policy on energy efficiency and energy consumption.</p> <p>Adjust the project scoring criteria to award points to projects that minimize fossil fuel consumption and GHG emissions from construction, maintenance, and vehicle operation.</p>	Rabbit Creek Community Council	<p>Energy efficiency speaks to promoting non-sov travel. The 2040 LRTP includes several action items/policies to promote non-sov options, including 5D-1, Policy 5, 5E-4, 3E-5, 4B-2, 6F-1, 6F-8, 3G-1, Policy 3E-1, 3E-2, Policy 3I-2, 3K-1, 5E-1, 5E-2, 5E-3, 3H-2, 3D-5, 4D-1, and 5B-1.</p> <p>The scoring change will have to be reviewed during the project scoring update.</p>	Staff recommends some more research on this topic.	Recommend Approval.
100	Data	<p>Other recommended changes</p> <p>Recommendation 5: Incorporate up-to-date data in the models, especially for population.</p> <p>The data is mostly pre-2014 (e.g. Glenn Highway Crash Data 2005-0014 and bike statistics 2007-2014. The transit statistics are from 2007-2016, even though there was a dramatic re-structuring of routes in 2017. Population growth predictions are from 2016, before the depletion of our state's budget and the out-migration of residents.</p>	Rabbit Creek Community Council	<p>Population, Housing, and Employment estimates used for the AMATS travel demand model update were latest available from the Department of Labor as documented in the AMATS Socio-Economic Projections and Land Use Report - April 2016, which is posted on the AMATS website. This data was used for the latest AMATS travel demand model update completed in 2016 and the 2040 MTP update started in early 2017. The model is required to be used for the MTP, but model updates are a sperate task need prior to the beginning of the MTP. Therefore the model is a snapshot in time and may not agree with later estimates.</p> <p>Crash data is from the AMATS Status of the System Report, worked on it 2015 using 2014 data and approved in early 2016. The Status of the System report is used to develop Chapter 4, existing system, and has to be completed before starting development of the MTP. Previous MTPs have experienced similar lag time for this data based on how long it takes to do the Status of the System report and the MTP.</p> <p>The transit data was updated where data was available.</p>	Data was updated where available for the 2040 MTP and 2040 LRTP.	Recommend Approval.
101	Goal 5	<p>Recommendation 6: Change current GOAL 5 by splitting it into two parts:</p> <ul style="list-style-type: none"> •Promote environmental stewardship and sustainability. 	Rabbit Creek Community Council	Anchorage 2020 already has policies that address environmental stewardship and sustainability. CAP will further implement these existing policies.	No change	Recommend Approval.

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#	Comment Type	Comment	Comment Received From	Staff Response	Staff Recommendation	PZC Recommendation
102	New Objective	<p>•Add an additional objective: Reduce emissions of greenhouse gases from the AMATS system by 40 percent from 2008 levels, by 2040.</p>	Rabbit Creek Community Council	<p>The first step regarding GHG is for the Mayor's sustainability group to determine a baseline of emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For a target to be adopted, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage</p>	No change.	Recommend Approval.
103	New Objective	<p>•Protect and enhance health and well-being</p> <p>oAdd an additional objective: expand affordable and convenient transportation options for traditionally underserved populations, including children, elders, and people with disabilities.</p>	Rabbit Creek Community Council	<p>The changes to Public Transportation provides affordable and better service to urban density neighborhoods especially those located north of Tudor. Continued ADA improvements are made as roadways are improved and will provide greater access and safety for all users of all abilities.</p>	No change	Recommend Approval.
104	Criteria	<p>Recommendation 7: Revise the project scoring criteria to increase the points for sustainable, safer, and more equitable travel modes. Old traffic patterns and projects should not be self-perpetuating. The Prioritization Criteria (Tables on pages 5-28 to 5-30) give maximum points to highways and freeways, and to projects that are the "next logical phase" or have "no foreseeable obstacles". Furthermore, nothing in the scoring criteria specifically awards points for environmental sustainability or neighborhood impacts. This prevents the evolution of the transportation system to meet 21st century needs and realities.</p> <p>Chapter 7 (page 2) acknowledges that the public and other stakeholders want the transportation system to change by becoming:</p> <ul style="list-style-type: none"> •More multi-modal •More environmentally sustainable •Safer •Connecting neighborhoods better •Including new technology, and •Improving mobility for everyone. <p>Unfortunately, this draft plan "balances what residents want" with the "needs" of vehicular travel increases from past decades (p 7-2). The MTP Prioritization Criteria need to be revised, with public input to place more value on sustainable, safer, and more equitable transportation.</p>	Rabbit Creek Community Council	<p>The criteria were approved and used for the 2040 MTP update. This can be reviewed for possible inclusion in the next MTP update.</p>	Staff recommends forwarding this comment to the AMATS Senior Planner responsible for the 2050 MTP update for consideration.	Recommend Approval.
105	Performance Measures	<p>Boulder, CO and Portland, OR have specific goals and measurable objectives, all on one page. Anchorage's MTP needs similar clear, concise, MEASURABLE targets that will ensure accountability.</p> <p>Following is an excerpt from the Boulder County, CO transportation plan showing specific, measurable objectives that aim to reduce GHG emissions:</p> <p>01. VMT</p> <p>By creating high-quality travel choices, reduce vehicle miles of travel (VMT) in the Boulder Valley by 2030:</p> <ul style="list-style-type: none"> •Overall: by 20 percent •Daily resident VMT: to 7.3 miles per capita •Non-resident one-way commute VMT: to 11.4 miles per capita <p>MEASURES</p> <ul style="list-style-type: none"> •Total VMT •Daily resident VMT •Average one-way commute distance for non-residents <p>02. MODE SHARE</p> <p>Increase walking, biking, and transit to 80 percent of all trips for residents and to 40 percent of work trips for non-residents.</p> <p>MEASURES</p> <ul style="list-style-type: none"> • Resident mode share • Non-resident mode share •Proposed 2030 Mode Share Targets •Resident Trips •Non-Resident Trips 	Rabbit Creek Community Council	<p>Chapter 8 of the 2040 LRTP has the following action/policy items that support transportation and land use integration which help to implement the 2040 Land Use Plan and reduce auto dependency/VMT:</p> <p>Coordination with other plans, land use with transportation, 3I-1, 5D-2, and 6F-2.</p> <p>Coordinated Planning Process (on going), 4D-3, Policy 6F-5, and 6F-6.</p> <p>CSS/Street Typology, 2D-2, 5H-1, 5I-1, 5I-2, 5I-3, and 5I-4.</p> <p>Mode Share/Non-SOV options, 3E-1, 3E-2, 3E-4, 3E-5, 3G-1, 3I-2, 4B-2, Policy 5, 5D-1, 6F-1, and 6F-8.</p> <p>Year Round Mobility/Active Transportation, 3K-1, Policy 5-2, 5E-1, 5E-2, 5E-3, and 6F-4.</p> <p>Project Prioritization, 5I-3 and 6F-6.</p> <p>The AMATS Street Typology Plan will review walkability and what it means for different land use districts. Walkability might mean different things for a Transit Supportive Development corridor compared to another part of town. More data will need to be collected before targets for these can be set.</p>		Recommend Approval.

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#	Comment Type	Comment	Comment Received From	Staff Response	Staff Recommendation	PZC Recommendation
106	Project #127	Table 1. Proposed MTP 2040 Projects within & adjoining Rabbit Creek Community Council Recommendations and Comments approved at the RCCC's February 13th meeting by a vote of 12 yeas, zero nays, and 1 abstention. Rabbit Creek Road Reconstruction – Seward Hwy to Golden View Dr with center turn land and non-motorized improvements NEEDS DESIGN CONSTRAINTS: 1. A continuous lane would be a serious hazard: turn pockets are needed. 2. Should specifically include speed management. 3. The cost does not specifically include intersection upgrades at Old Seward and at Golden View. These should be integrated. 4. Pathway should be separated because of traffic speeds and turning.	Rabbit Creek Community Council	These are design level details that are outside the scope of the 2040 LRTP. This comment can be forwarded to the project manager when the project starts.	Staff recommends forwarding this comment to Rabbit Creek Reconstruction project manager when it starts.	Recommend Approval.
107	Project #121	Mountain Air Dr. Rabbit Cr Rd to E. 164th Ave w/ separated pathway recommended SUPPORT with inclusion of a separated pathway for fire and other emergency purposes, future secondary access to Bear Valley should be considered. Project should ensure pedestrian and bike access to Bear Valley school, including pedestrian safety at Rabbit Cr intersection.	Rabbit Creek Community Council	These are design level details that are outside the scope of the 2040 LRTP. This comment can be forwarded to the project manager. This can be looked at as part of the project design. Recommend forward the comment to design team.	Staff recommends forwarding this comment to the Mountain Air Drive project manager for consideration.	Recommend Approval.
108	Project #209	Golden View Dr. rehab from Rabbit Ck Rd to Romania Dr to collector stnds SUPPORT with design of a safe school walking zone and crossings. Clarify whether this includes the Rabbit Creek intersection and pedestrian crossings	Rabbit Creek Community Council	These are design level details that are outside the scope of the 2040 LRTP.	No change.	Recommend Approval.
109	Project #317	Seward Hwy reconstruction, Potter Weigh Station to 154th ADVANCE TIMEFRAME [2030]: There have been numerous fatalities. This is a designated safety corridor and scenic corridor. Because it is also a State Wildlife Refuge of both economic and environmental values to the State and Muni, protection of environment should be a design factor. Potter Valley Rd intersection will need upgrades to handle increased residential access. Consider moving highway west of RR tracks	Rabbit Creek Community Council	Staff recommends project being left as is. More work is needed to address the issue in the area. See project #318 PEL.	No change.	Recommend Approval.
110	Project #318	Seward Hwy, Rabbit Cr Rd to Girdwood planning & environmental linkages SUPPORT RCCC continued input into Seward Hwy planning. [Advance Timeframe to 2030]	Rabbit Creek Community Council	Currently there are a number of PELs that are underway, the Midtown Congestion and the Seward Highway to Glenn Highway. There is a limited amount of staff time and resources available for PEL work.	No change.	Recommend Approval.
111	Project #430	Old Seward Hwy pathway, DeArmour to Rabbit Ck Rd SUPPORT? Cost is very high for less than one mile of pathway. Crossing at Old Seward /RC intersection must be included.	Rabbit Creek Community Council	These are design level details that are outside the scope of the 2040 LRTP.	No change.	Recommend Approval.
112	Project #435	ADA ramps for existing Seward Hwy overpass at Rabbit Ck Elem DELETE: Cost-benefit unclear and another option exists: sidewalks and a tunnel for wheeled access via DeArmour Rd. Also Special Education busing transports students in wheel chairs.	Rabbit Creek Community Council	We are not able to ignore the needs of ADA individuals just because there is another way for them to cross the highway further down the road. All users, regardless of their abilities have the right to be accounted for when looking at transportation improvements. Additionally, while this project is targeting ADA improvements, it will benefit all users of the transportation system. From those who bike, ski, walk, or have a hard time going up and down stairs. This project is a prime example of when we make improvements for the most vulnerable among us it can benefit everyone.	No change.	Recommend Approval.
113	Project #502	Elmore Rd path, DeArmour to Rabbit Ck Rd REVISE DESCRIPTION to allow alignment determination. The creek crossing at Elmore would be very expensive. Would need to be phased to mesh with intersection upgrade at Rabbit Ck Road for safety. This is a Special Study Area in the Hillside District Plan: design requires analysis. [Advance Timeframe to 2030]	Rabbit Creek Community Council	This would have to be a new project. Add a new project for reconnaissance study for this pathway to be completed before the Elmore pathway project is started.	Staff recommends adding a "Elmore Road Pathway from DeArmour to Rabbit Creek Reconnaissance Study" to project #211 that would look at this pathway and provide recommendations for a future project.	Recommend Approval.
114	Project #600	Pathway along Abbott/Hillside Dr: Birch to Abbott to Hillside to DeArmour ADVANCE TO NEAR-TERM [2030]: Extend southern terminus to Rabbit Ck Rd at Mountain Air Dr. for full north-south connectivity, in accord with MOA Land Use Plan and Hillside District Plan.	Rabbit Creek Community Council	The addition to this project would be good, however there is a finite amount of funding available.	Staff recommends adding in the additional termini, and move to the long term, and update the cost estimate. Staff recommends adding in language to the LRTP that talks about how priorities are being shown now based on available resources, but that could change in the future.	Recommend Approval.

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#	Comment Type	Comment	Comment Received From	Staff Response	Staff Recommendation	PZC Recommendation
115	Project #601	Coastal Trail South extension, Jodhpur St to Potter Marsh ADVANCE TO NEAR- OR MID-TERM [2030]: Overdue need for community connectivity and non-motorized links in south Anchorage. Divide this into segments. Move the southern segment to near term: Potter Marsh to Ocean View/Johns Park via the railroad right of way. This improvement should be coordinated with other local recreational and infrastructure improvements	Rabbit Creek Community Council	Staff concurs with the need for this project.	Staff recommends moving this project into the Short Term of the 2040 LRTP and to split it into multiple projects that are fundable and constructible. Staff additionally recommends forwarding this comment and response to the AMATS Senior Planner responsible for the 2050 MTP update for their consideration.	Recommend Approval.
116	Add Project	Old Seward Hwy pathway, Rabbit Ck Rd to Potter Valley Rd - RCCC has repeatedly recommended this improvement. Pedestrian/bicycle use is frequent along Old Seward and will likely accelerate with upcoming improvements at Potter Marsh and residential development. This improvement should be coordinated with other local recreational and infrastructure improvements [2030 Time Frame]	Rabbit Creek Community Council	Staff concurs with the need for this project.	Staff recommends this project be added to the Long Term of the 2040 LRTP. Link with the project below.	Recommend Approval.
117	Add Project	Old Seward Hwy, Rabbit Ck Rd to Potter Valley Rd - RCCC has repeatedly recommended this improvement to Old Seward Hwy in a manner that preserves rural character of area and promotes reduced speed of traffic. This improvement should be coordinated with other local recreational and infrastructure improvements 2030 Time Frame]	Rabbit Creek Community Council	Staff concurs with the need for this project.	Staff recommends this project be added to the Long Term of the 2040 LRTP.	Recommend Approval.
118	Add Project	North South Connector – Elmore Alternative - RCCC has repeatedly recommended North-South additional connectivity is needed in Elmore area for connection to high school. This improvement should be coordinated with other local recreational and infrastructure improvements. This is a Special Study Area in the Hillside District Plan: design and routing require analysis. [2030 Time Frame]	Rabbit Creek Community Council	Staff concurs with the need for this project.	Staff recommends a study be added to the 2040 LRTP in the Long Term to look at the North and South Connections alternative to Elmore road in the DeArmoun/Rabbit Creek Area.	Recommend Approval.
119	Add Project	East West Connector – Evacuation/ Preparedness - Resilience studies identify difficulties with east-west movement on the Hillside, particularly in cases of disasters/ emergencies. This connectivity should be coordinated with other local recreational and infrastructure improvements. [2030 Time Frame]	Rabbit Creek Community Council	Staff concurs with the need for this project.	Staff recommends a study be added to the 2040 LRTP in the Long Term to look at East-West connections in the Hillside District area to improvement east west connectivity.	Recommend Approval.
120	Project #131, #103	Proposed MTP 2040 Areawide Projects with RCCC Recommendations to Advance, Modify, or Delete Scooter Ave underpass & interchange at Seward Hwy Local roads from 131st, Scooter Ave underpass east to Abbott (Academy Dr, Vanguard) DELETE: Poor cost-benefit ratio. Excessive taking of land. Impacts to residential neighborhoods. Assembly opposes this: MOA burdened by road upgrades. Not needed because retail patterns in Dimond area have changed since project originally proposed.	Rabbit Creek Community Council	This project is part of the DOT&PF Seward Highway Dimond to O'Malley project, which is currently at 95% design.	No change.	Recommend Approval.
121	Project #108	MLK Drive extension – Elmore Road west to Piper Street DELETE: Poor cost-benefit ratio. Traffic inducing. Excessive taking of land, impacts to residential neighborhoods. Burden to MOA for local road upgrades	Rabbit Creek Community Council	This project is currently included in the AMATS TIP for funding and has just started the design process. Additionally this project is critical for the development of the Tudor/Elmore area.	No change.	Recommend Approval.
122	Project #319	Tudor Rd Access Mgt Seward Hwy to Patterson: convert to throughway with limited local access ADVANCE THIS in lieu of H2H: This could serve as a bypass for freight traffic not destined for Anchorage, in lieu of H2H.	Rabbit Creek Community Council	Staff recommends no change.	No change.	Recommend Approval.
123	Project #133	"Slush fund" for short term planning: lists over a dozen possible studies SPECIFY: AMATS safety plan and Glenn Highway transit and HOV lane study should be priorities Project recommendations provided above were discussed and approved at the February 13th General Membership meeting of the RCCC.	Rabbit Creek Community Council	This project doesn't prioritize the studies as they are limited by available funding including match.	No change.	Recommend Approval.
124	Project #702, #708	The RCCC Land Use and Transportation Committee reviewed and supports the comments and recommendations on transit, rail, and freeway projects in the table below. However, there was not time at the February 13th meeting for a vote by the general membership on these projects. Because Committee members spent a considerable time reviewing and preparing comments on the MTP 2040, these additional comments are provided for your consideration. Transit fleet replacement INCREASE: Only \$2 million for transit fleet replacement/improvements from now until 2040 seems miniscule for the needs of the people and opportunity to support the Muni's Climate Action Plan.	Rabbit Creek Community Council	This is an average per year amount of AMATS funding going to these projects. The total amount of funding would be the \$2M per year over the 20 years of the MTP.	No change.	Recommend Approval.

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#	Comment Type	Comment	Comment Received From	Staff Response	Staff Recommendation	PZC Recommendation
125	Project #801, #806	Rail INCREASE: Similarly, only \$8 million for preventative track maintenance over the next 20 years seems insufficient. Moreover, commuter rail should be addressed.	Rabbit Creek Community Council	This is an average amount per year over the life of the 2040 LRTP that is part of the federal funding that the railroad receives. It is a limited amount of funding and the amount shown here, per year, is based on input from the Alaska Railroad Corporation. This not part of the Municipality of Anchorage funding. While Gov. Walker did start a commuter rail task force, the group was shuttered under the current governor due to funding constraints. The 2040 MTP briefly talks about commuter rail on page 5//24, but with the group shuttered no project was included in the 2040 MTP. Staff will continue to monitor the commuter rail situation.	Commuter Rail information was added to the 2040 MTP and the LRTP talking about Commuter Rail on page 5//12.	Recommend Approval.
126	Project #129	The emphasis on freeway construction drains the budget, does not solve congestion, and thwarts compact land use and transit. Given those issues, including the state's incredibly limited revenue options, spending \$1.4 billion of state and federal funds on an H2H freeway appears completely illogical. Freeways induce further traffic demand and do not resolve congestion, as demonstrated in Lower 48 cities. The H2H project has repeatedly been challenged as unnecessary, ineffective for our transportation needs, and unpopular given how it would destroy existing communities. NOTE – as proposed, these projects could total expenditures of \$293 million to 2030; \$640 million from 2030-2040; and \$809 million in out years (total of \$1.4 billion for H2H and \$405 million for Glenn Hwy). H2H study of freeway connection from 20th Ave to Airport Hts DELETE: Poor cost-benefit ratio. Excessive taking of land. Impacts to residential neighborhoods. MOA burdened by road upgrades.	Rabbit Creek Community Council	A PEL for the Seward Highway to Glenn Highway is underway. An RFP was just put out by DOT&PF to start the effort in the near term. This PEL effort has been a focus of the community directly effected by this project.	No change.	Recommend Approval.
127	Project #213	H2H Freeway from Tudor Road to 20th Ave (Chester Creek crossing) DELAY or delete. Poor cost-benefit because 85 % of traffic is not through-traffic. Major loss of residential and commercial land.	Rabbit Creek Community Council	Staff recommends no change.	No change.	Recommend Approval.
128	Project #214	H2H Freeway from 20th Ave to 13th Ave with two interchanges DELAY or delete. Poor cost-benefit because 85 % of traffic is not through-traffic. Major loss of residential and commercial land.	Rabbit Creek Community Council	Staff recommends no change. The adjacent community council supports moving forward with improvements to this corridor in a timely manner.	No change.	Recommend Approval.
129	Project #316	H2H Freeway 13th Ave to Airport Hts interchanges DELAY or delete. Poor cost-benefit because 85 % of traffic is not through-traffic. Major loss of residential and commercial land, plus impacts to community connectivity.	Rabbit Creek Community Council	Staff recommends no change. The adjacent community council supports moving forward with improvements to this corridor in a timely manner.	No change.	Recommend Approval.
130	Project #207	Glenn Hwy frontage roads Muldoon Road to Hiland Road DELETE very poor cost-benefit returns. These pass along Military land. Not needed for local access to lands.	Rabbit Creek Community Council	Frontage roads for the Glenn Highway are needed to help with the resiliency of the transportation system. The frontage roads allow for traffic to be diverted around an incident on the highway.	No change.	Recommend Approval.
131	Project #305	Glenn Hwy HOV lane Airport Hts to Peters Creek This could be moved to earlier years	Rabbit Creek Community Council	Staff recommends no change. A number of the Glenn Highway Interchanges are needed to be upgraded before this project could be implemented.	No change.	Recommend Approval.
132	Projects #105, #201	Van sharing, and transit marketing INCREASE THIS AMOUNT: This project will reduce traffic demand; thus it merits more than \$1 million/yr in order to meet the Climate Action Plan.	Rabbit Creek Community Council	This is the amount of money per year that AMATS receives for these projects. This is CMAQ money for Statewide Implementation Plan projects.	Staff recommends this comment be forwarded to the AMATS group for their consideration.	Recommend Approval.
133	Project #110	Fireweed Lane rehab and road diet to 3 lanes, add non-motorized. SUPPORT: Supports re-investment and walkability.	Rabbit Creek Community Council	Thank you for your comment.	No change.	Recommend Approval.
134	Project #310	Minnesota Drive Hillcrest to Tudor “multi-way boulevard” Project description needs clarifying. Is transit included?	Rabbit Creek Community Council	This study will have to help determine what the multi-way Blvd. would look like for Minnesota Drive. Transit would have to be part of the discussion. At this time it is too early to provide additional information as the study has not been completed.	No change.	Recommend Approval.
135	Project #402	Sidewalk on west side of A Street 13th Ave to Fireweed FURTHER DESIGN: \$20 mil for less than a mile seems excessive. Recommend a more cost-effective, alternative alignment be considered.	Rabbit Creek Community Council	Non-motorized improvements are expensive and the project will look at minimizing costs were possible. This was identified as a need in the Pedestrian plan.	No change.	Recommend Approval.
136	Project #403	Sidewalk on west side of A Street Benson to 36th Similarly, \$5 million for 3 blocks seems unreasonable.	Rabbit Creek Community Council	Non-motorized improvements are expensive and the project will look at minimizing costs were possible. This was identified as a need in the Pedestrian plan.	No change.	Recommend Approval.
137	Project #405	Sidewalk on west side of A Street, Fireweed to Benson Again, \$5 million for 1 block is even more unreasonable. What are the alternatives?	Rabbit Creek Community Council	Non-motorized improvements are expensive and the project will look at minimizing costs were possible. This was identified as a need in the Pedestrian plan.	No change.	Recommend Approval.

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#	Comment Type	Comment	Comment Received From	Staff Response	Staff Recommendation	PZC Recommendation
138	Project #412	Coastal Trail widening to 14 feet from Westchester Lagoon to Earthquake Park RECOMMEND FURTHER DESIGN: Consider one-way lanes for safety. Also, design should include soft-shoulder, per MOA design standards for multi-use.	Rabbit Creek Community Council	Most of the pathway has been widened to 14 feet that include flanking 2 foot shoulders and tripping for all covers and curves.	Staff recommends forwarding this comment to the AMATS Senior Planner responsible for the 2050 MTP update for consideration.	Recommend Approval.
139	Project #508	Northern Lts Blvd Road diet: convert an existing travel lane to expand non-motorized pathways ADVANCE: Move this to nearer term. Non-motorized users currently do not have safe, buffered corridor along any east-west midtown roads. [Time Frame 2030]	Rabbit Creek Community Council	Staff recommends no change.	No change.	Recommend Approval.
140	Performance Measures	I'm writing to comment on the new Long Range Transportation Plan (LRTP). In my opinion, the priority for Anchorage should be moving away from investing in vehicle transportation as end in itself. Instead, the goals should be ensuring we have strong neighborhoods and commercial districts; supporting healthy families; safe and affordable access to jobs/shopping/medical/recreation destinations; and reduced pollution and greenhouse emissions. To achieve those goals, changes need to be made to the current Transportation Goals & Objectives. Anchorage should delete all Highway to Highway freeway connections, and delete additional freeway lanes between the Anchorage Bowl and Eagle River. The Highway to Highway freeway connections disrupt neighborhoods – especially already disadvantaged neighborhoods. They threaten the safety and health of families who live there by adding congestion, pollution, and high-speed traffic through those neighborhoods. We should be SUPPORTING strong neighborhoods and healthy families; H2H connections DESTROY strong neighborhoods and threaten healthy families. Additionally, adding freeway lanes between the Anchorage Bowl and Eagle River is an expensive, simplistic reflexive response. It increases highway road surface, speeds, pollution, and highway maintenance costs but does not solve the problem. You could argue it's "free money" becomes much of it is funded by the federal government, but it's not "free." That's taxpayer money; it comes out of my pocket when I pay tax on gasoline I buy, and from my pocket when I pay my federal income tax.	Sharon Stockard	Thank you for your comment.	No change.	Recommend Approval.
141	Goal 2	Anchorage should make significant investments to redesign our urban roads to improve and enhance our current Metropolitan Transportation Goals (MTPs). Here are goals and changes that I support: To improve MTP Goal 2-Improve Safety, we should add a new goal: • New Goal 2-Improve community health and safety – Reverse adverse health impacts by improving road safety, air quality, and safe, physically active travel.	Sharon Stockard	The combination of the Municipality's Comprehensive Plans (2020, 2040 LUP), CAP, and LRTP, the policies and actions contained therein covers the proposed objective.	No change	Recommend Approval.
142	Goal 3	To improve MTP Goal 3-Improve Travel Conditions, we should add: • New Goal 3: Connect people to jobs and services – Provide multi-modal options to reduce congestion, promote accessibility and improve system reliability.	Sharon Stockard	Thank you for your comment, your suggested changes are already expressed in current MTP Goal 3	No change.	Recommend Approval.
143	New Objective	A new objective should be added to Objective 3A – decrease travel time: • New Objective 3A – Improve access by balancing vehicle travel times with health, safety, multi-modal accessibility, environmental and land use compatibility	Sharon Stockard	Efforts to decrease travel time will result in improving health and addressing safety, multi-modal and environmental and land use compatibility	No change.	Recommend Approval.
144	New Objective	A new objective should be added to Objective 3H – reduce congestion. • New Objective 3H - Use integrated land use and transportation system investments to reduce vehicle miles traveled by building more residential development near jobs and commercial centers, increasing transit frequency and promoting shared ride and non-motorized options to reduce congestion.	Sharon Stockard	The specifics named in the comment are details implied in the original objective. These details could be included in the narrative of the Plan as examples of how to reduce congestion.	Staff recommends adding the details from this comment as example of how to reduce congestion into the 2040 LRTP narrative.	Recommend Approval.
145	New Goal	To improve MTP Goal 5-Promote Environmental Sustainability, we should add a new goal: • New Goal 5B: Promote environmental stewardship and sustainability. Protect the community's natural environment by reducing adverse impacts of the transportation system on climate change and natural systems.	Sharon Stockard	Environmental sustainability and stewardship is being addressed through the Climate Action Plan.	No change.	Recommend Approval.
146	New Objective	Three new objectives should be added: • New Objective 5A1 - Reduce transportation VMT and GHG emissions from 2008 levels by 25% in 2030.	Sharon Stockard	The first step regarding GHG is for the Mayor's sustainability group to determine a baseline of emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For a target to be adopted, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage	No change.	Recommend Approval.
147	New Objective	• New Objective 5A3 – Reduce acres of pavement in Anchorage by 10% between 2020 & 2030	Sharon Stockard	Watershed Management Section already monitors this for APDES compliance.	No change.	Recommend Approval.

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148	New Objective	<ul style="list-style-type: none"> New Objective 5A4 – Allow only 5% of new paved lane miles between 2020 and 2030. 	Sharon Stockard	This objective needs more review by technical staff and the community in general. It should be looked at as part of the next MTP and LRTP update.	Staff recommends this comment be forwarded to the AMATS Senior Planner responsible for the 2050 MTP update for consideration.	Recommend Approval.
149	New Goal	A new goal should be added: <ul style="list-style-type: none"> New Goal 5B - Protect and enhance health and well-being of residents. 	Sharon Stockard	This is covered under Goal 3.	No change.	Recommend Approval.
150	New Objective	Two new objectives should be added to that goal: <ul style="list-style-type: none"> New Objective 5B1 Reduce mobile source emissions of other air pollutants including PM10 and PM2.5 particles from asphalt and tire abrasion by 25% by 2030. 	Sharon Stockard	The first step regarding GHG is for the Mayor's sustainability group to determine a baseline of emissions, which they are working on now. The Mayor's group is encouraged to work closely with ADEC (AK Dept of Environmental Conservation) on GHG emissions estimation methodology, including which metrics and performance measures to use before setting targets, if they are not already doing so. Such a baseline should not just estimate an overall baseline for the Anchorage area, but should also estimate GHG emissions by economic sector of surface transportation users: Government (federal, state, local); Major Employers/Industry/Freight; Individuals (including by trip purpose). For a target to be adopted, we need to have confidence not only in the emissions methodology and estimates, but also in the effectiveness of various types of measures that can help reduce GHG emissions that are attributable, based on good data, to the various surface transportation economic sectors in Anchorage	No change.	Recommend Approval.
151	New Objective	<ul style="list-style-type: none"> New Objective 5B3 Increase the share of residents living in walkable (15-minute) neighborhoods by 50 percent from current measure. 	Sharon Stockard	What is the current measure that this comment is based on? 2040 LUP addresses this as a goal for all "urban" neighborhoods.	No change.	Recommend Approval.
152	New Objective	To improve MTP Goal 6-Quality Decision-Making: Make Sound Public Investments, a new objective should be added: <ul style="list-style-type: none"> New Objective 6B – Re-evaluate AMATS' policy distributing federal dollars across travel modes to significantly increase resources for Complete Streets, transit and non-motorized transportation. 	Sharon Stockard	This comment is related to MTP Goal 6 and is seeking to add a new objective to that goal. This may be a function that AMATS already follows and should perhaps consider a "balance" approach in resource allocation amount all travel modes.	Add new objective if not already covered.	Recommend Approval.
153	Edit Project	Anchorage should add, modify or advance the following projects: <ul style="list-style-type: none"> Glenn Highway HOV Lane– Airport Heights Drive to Peters Creek Interchange 	Sharon Stockard	This proposed transportation improvement is related to the regional transportation system. It is best addressed through the next update of the MTP.	Include in the 2050 MTP for consideration and modeling.	Recommend Approval.
154	New Project	Reconstruct A and C Streets between 9th and 15th Avenues to Complete Streets standards to support high density housing and 15 minute transit service.	Sharon Stockard	At this time there is a portion of this location that have 15-30 minutes headways. There is no additional funding anticipated to 2040 to move to 15 minutes headways along this entire section of A and C. A new project like this needed to be vetted to determine the impacts this will have on the transportation system, including the significant impacts it will have on this important north-south freight route and how that could impact the economy.	No change.	Recommend Approval.
155	General	Anchorage can do much more to make this a safe, affordable place to live, where strong neighborhoods and healthy families are supported, and where people can safely and reasonably walk to jobs and to shop. We need to invest in building homes near places where people work, and invest in better public transportation. Two years ago the city eliminated neighborhoods transit service from most neighborhoods throughout the city. That action required a member of my family to buy a car because he no longer had access to a bus stop to get to work and school. I am just one example. Eliminating neighborhood transit service puts more cars on the road, increases congestion and emissions, and puts more pressure on officials to build more roads, thereby increased costs to maintain more road surfaces. We can do better. I urge you to consider these suggestions when you review the LRTP.	Sharon Stockard	Thank you for your comments.	No change.	Recommend Approval.